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號八十月八年九零百九千一英

HONGKONG WEDNESDAY, AUGUST 18, 1909.

日三初月七年元就宣

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HONGKONG'S MEDICAL
OFFICERS.

Redaction in Number.

The following resolution was considered at the meeting of the Sanitary Board yesterday:—That the Board recommends that there should in future be one Assistant Medical Officer of Health only and that the post of the Assistant Medical Officer of Health be abolished as soon as convenient, and that arrangements be made with the Medical Department for the loan of a medical officer during the absence on leave, etc., of either the Medical Officer of Health or the Assistant Medical Officer of Health, to discharge the duties of a sanitary adviser to the Board and the Department.

The President (Mr. E. D. T. Wolfe) said the recommendations of the Government were that there should be one Medical Officer of Health on this side and an assistant medical officer of health in Kowloon. Dr. Macfarlane, who was now on leave, had been recommended for the post of Government bacteriologist, and on his return there would be a vacancy for the second assistant medical officer of health. The question was whether they would require anybody to replace him or not. He might point out that except for one short period, as far back as 1903, there had never been three medical officers at work at the same time in the Colony; at that time a third medical officer was appointed on the recommendation of Professor Simpson when plague was very bad in the Colony, but since Aug. 1905 there had only been two medical officers actually engaged in the work. In addition, he wished to point out that owing to the simplification of plague procedure and the reduction in the amount of general sanitary work the work of the medical officers had been reduced. That was a further reason why only two medical officers were required. Certain duties had been transferred to the Building Authority, and that further reduced the work of the medical officers, so that the doctors originally appointed for plague were not required now even for plague work. They could do other work. Last year there was a severe outbreak of plague, the cases exceeding over 1,300, and the two medical officers were able to cope with the work. It seemed therefore unnecessary to have three medical officers where two would suffice, as even in an emergency they could always get an extra man. To pay that officer during the period when he is not required seemed in the present state of the finances to be hardly advisable.

The Registrar-General—Is any of the Medical Officer of Health's work now done by the Head of the Department?

The President—A certain portion of the work formerly done by the Medical Officer of Health is now done by the Head of the Department, while a great deal is done by the two in conjunction.

Mr. Hooper—Who does the mortuary work in Victoria?

The President—A great deal is done by the Government bacteriologist.

Mr. Hooper—Who does Kowloon?

The President—The Medical Officer of Health.

Mr. Hooper—How many hours a day does that take him?

The President—I will ask Dr. Pearce to reply.

Dr. Pearce—The average is about two hours a day.

Mr. Hooper—Then, Sir, I would refer you to the Governor's minute. What is his suggestion that we should borrow from the Medical Department.

The President read the Governor's minute.

Mr. Hooper—Then we should be in no worse position than we are to-day. We do not care whether a doctor is supplied from the medical department or whether he is sent from England. We have the same staff.

The President—That was the proposal made by the Secretary of State in recommending Dr. Macfarlane for the post of Government Bacteriologist; if the second assistant was not replaced we should always have a man from the medical department.

Mr. Hooper—Then I think that is quite satisfactory. We shall not suffer the loss of a medical officer of health, because we shall have one at our call from the medical department.

The resolution was subsequently moved by the President. Mr. Lau, Chin Pak, seconded, and the motion was agreed to on the understanding that arrangements be made with the Medical Department as suggested.

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All Contracts for Advertisements, etc., appearing in this issue, hold good for one year from date of publication, July 25th, 1909.

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Hongkong, July 24, 1909.

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N. BEUMENTHAL, Manager.

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Hongkong, August 16, 1909. 1032

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Hongkong, November 12, 1908. 154

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Hongkong, June 26, 1909. 835

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Hongkong, February 3, 1908. 21

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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 15, 1909. 1117

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Refreshing and Invigorating Beverage,
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ENO'S 'FRUIT SALT' assists the functions of the Liver, Bowels, Skin, and
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Hongkong, January 9, 1909. 816

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IN accordance with the Provisions of
No. 104 of the Articles of Association of
the General Managers have this day declared
an INTERIM DIVIDEND for the
half-year ended 30th June, 1909, of TWO
DOLLARS PER SHARE.
DIVIDEND WARRANTS may be ob-
tained on application at the Office of the
Company on and after WEDNESDAY,
25th instant.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 4th inst.
to 24th instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, August 13, 1909. 1023

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
21st day of August, 1909, at 10.00 a.m., for the
purpose of receiving the Report of the
Directors and the Statement of Accounts to
the 30th June, 1909.
The REGISTER OF SHARES of the
Corporation will be CLOSED from MON-
DAY, the 9th August, to SATURDAY, the
21st August, 1909, both days inclusive,
during which period no transfer of Shares
can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, July 31, 1909. 999

HONGKONG AND WHAMPOA DOCK
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY
MEETING of Shareholders will be
held in the Office of the Company, Queen's
Building, Connaught Road, on MONDAY,
23rd August, at 12 o'clock Noon, for the
purpose of receiving the Report of the
Directors and the Statement of Accounts to
the 30th June, 1909.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 9th to
the 23rd August, both days inclusive.
By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, July 10, 1909. 990

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demands for
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Provisions
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RELIABLE QUALITY.
TRIAL ORDER SOLICITED.

SCOTTISH LETTER.

(From Our Own Correspondent.)
EDINBURGH, July 29.
THE DUKE OF ARGYLL CLAIMS
DUNSTAFFRAGE.

An action has been raised in the Scottish
Court of Session by the Duke of Argyll
against Angus John Campbell of Dun-
staffrage, 'it is a claim for the ancient
Castle of Dunstaffrage. The Duke states
that from a very early period the castle was
a royal residence and fortress, but was
conveyed to him when his family acquired
the Barony of Lorne from the Stewarts in
1470, the castle being then mentioned as the
principal messuage or manor house of the
barony. In 1503, Archibald, second Earl
of Argyll, granted in fee farm to his be-
loved kinsman Alexander Campbell Kern
and his heirs male the lands of Penrynacloch
in Lorne, and the reggimento of the charter
included the safe-keeping and maintenance
of the Castle of Dunstaffrage. The Duke
also cites a charter of 1687, and avers that
notwithstanding the obligations in the
infestments of the lands, Mr Campbell and
his predecessors have failed to maintain
and upkeep the Castle of Dunstaffrage,
with the result that it has fallen into a
ruinous condition.

The Defender, Mr Campbell, claims that
he and his ancestors have been hereditary
captains of Dunstaffrage since 1436, a date
prior to the acquisition of the Barony of
Lorne by the Duke's ancestors. His ear-
liest written title, June 24, 1502, from
Archibald, the second Earl, confirmed Sir
Alexander Kern and his heirs male not only
in the lands but in the office which is
commonly called Mairmychty. He in any
case claims that Dunstaffrage Castle has
been occupied for centuries by his ances-
tors as the manor house of the estate.
Stones built into the Castle bear his arms
and initials, and the Castle was treated as
the manor house of Dunstaffrage when the
estate was entailed in 1730.

A letter is quoted from Major-General
John Campbell to Neil Campbell, the
twelfth captain of Dunstaffrage, and dated
August 1, 1745. In it John Campbell
desires to know how many men were in
"garrison in your house." The letter
proceeds, "Make my compliments to
your lady, and tell her that I am obliged
to desire the favour of her for some days
to receive a very pretty young rebel. I
suppose you have heard of Miss Flora
Macdonald." The Castle was destroyed
by fire in 1810 and has not since been used
as a family residence.

THE HIGHLANDS.

At the annual concert of the Gaelic
Society in Inverness, Lochiel said that
excellent results had attended the efforts
of the Society in the way of promoting
Gaelic education. There had been a Gaelic
revival ever since the formation of the
Society in 1871.

Miss Du Boulay, an inspectress of schools
from the Transvaal, has been in the Low-
lands inquiring into the Li-Lingual question, with
a view of assisting the Department of
Education in the Transvaal to solve the
more or less similar problem. She was
greatly surprised to find the command of
English which the children acquired after
being at school for only two years, and was
impressed with the facility with which, as
an early age, they could read both Gaelic
and English.

The Kinloch Macraes had a great master
on the top of a high hill overlooking in-
verness House, Kyle. There were speeches
in Gaelic, and Sir Colin George Macrae was
acclaimed chief of the clan many "enches"
being emptied in his honour.

SCOTTISH ARCTIC EXPEDITION.

Dr William S. Bruce, of the Scottish
Oceanographical Laboratory, Edinburgh,
has chartered the steam-ship Leith,
and is having her refitted for a scientific
expedition to Prince Charles' Foreland,
Spitzbergen. He takes with him a strong
scientific staff, including Mr J. Y. Barn
Murdock, F.G.S.; Mr John Mathieson,
of the Ordnance Survey Staff, Scotland,
who will act as chief surveyor; Dr
R. N. Rudmose Brown, late of the Scotia;
Mr Ernest A. Miller, who accompanied
him on his first expedition to Prince
Charles' Foreland, and who has since, under
the auspices of the Argentine Republic,
acted as meteorologist at the station in
Scott Bay, South Orkney; Mr Alastair
Geddes, son of Professor Geddes, and two
geologists. Mr H. Hannay, F.G.S., who
who has had extensive experience in China
and Borneo; and Mr A. M. Peach, B.Sc.

THE ADMIRALTY was approached on behalf
of Dundee, with the suggestion that if the
Government gave a guarantee of work in
the way of repairing battle-ships in the
(Continued on Page 3.)

IN THE MATTER OF THE GOODS
OF A. S. LATTA, Deceased.

A. S. LATTA, Chief Engineer, S.S.
Kulung, who died at Sea on the 2nd
August, should be sent to the Under-
signed before the 11th day of September, 1909.
C. W. BECKWITH, Lieutenant, R.N.
Harbour Master.
Hongkong, August 13, 1909. 1020

LABUAN COAL.

NOTICE—This COAL can only be
obtained from THE LABUAN COAL-
MINING CO., LTD. who are now prepared to
supply fresh Coal straight from the Mine.
Resamers load at the Wharves. Quick
despatch.
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MINING CO. LTD.'
Agents, Hongkong.
Hongkong, August 11, 1909. 1014

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SCOTCH
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Hongkong, June 25, 1909. 831

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CUISINE under European Supervision. Grills at short notice. Private Bar and
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H. M. H. NEMAZEE,
8, Pedder's Hill.
Hongkong, August 14, 1909. 1025

TO LET.
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Apply to G. M. HARTSTON.
Hongkong, August 3, 1909. 931

TO LET.
KING'S BUILDINGS.
OFFICES facing the Harbour, from
about October. An apartment in oc-
cupation of Messrs Jardine, Matheson & Co.,
Ltd.
Apply
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, August 1, 1909. 754

TO LET.
GODOWNS Nos. 95, 96 & 97, PRATA
EAST.
Apply to
CHATER & MODY.
Hongkong, October 17, 1908. 1437

TO LET.
No. 1, CANTON VILLAS, Kowloon.
Apply
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, August 3, 1909. 939

TO LET.
SHOP, No. 14, QUEEN'S ROAD
CENTRAL, on Lease.
1 & 2, FAIRVIEW, Robinson Road,
Kowloon.
Apply to LEIGH & ORANGE.
Hongkong, August 25, 1909. 95

TO LET.
ONE DETACHED ROOM with separate
entrance and verandah in PRINCE'S
BUILDING, Second Floor.
Apply to
Wm. MEYERINK & CO.
Hongkong, July 2, 1909. 987

TO LET.
THE well-known 'DUREAN HOUSE,'
splendidly situated at the junction of
CAMBERN and CAMBERN ROADS, Eov-
logh.
Apply to
SPANISH DOMINICAN
PROSECUTOR.
Hongkong, August 12, 1909. 1015

TO LET.
BUXLEY LODGE, CAINE ROAD.
suitable for a Boarding House, School,
College, or Family Residence, recently
painted and renovated throughout. Im-
mediate possession.
Apply to
CHATER & MODY.
Hongkong, May 14, 1909. 859

TO LET.
GODOWNS Nos. 7, 8 and 10, and the
Top Floor of No. 3, (Lap King's Lap
Godowns, East Point).
Immediate Possession. Rent excep-
tionally moderate.
Apply to KAM FOOK.
No. 107, WELLINGTON STREET,
(behind the Stag Hotel) or (Keeper of
No. 6, Godown on the Spot).
Hongkong, May 29, 1909. 718

TO LET.
FIVE-ROOMED HOUSES, at Kowloon.
New and Commodious SLOOPS, NATHAN
Road, Kowloon. Immediate possession.
Cheap Rentals.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., Ltd.
Hongkong, March 23, 1909. 408

TO LET.
GODOWN No. 54, 'DUDDELE
G' STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, August 1, 1909. 709

TO LET.
Nos. 1 & 3, MORRISON HILL,
also
Office at No. 2, PEDDER STREET.
Apply to
Messrs JARDINE, MATHESON &
Co., Ltd.
Hongkong, May 12, 1909. 639

TO LET.
BRACONFIELD A ROAD, Fine
Shops, Office, Dwelling House,
DWELLING ROOMS and OFFICES
in QUEEN'S ROAD CENTRAL.
GODOWNS in DUNDAS STREET.
New Five-roomed HOUSES in SHAM-
HEEN.
T. S. EYRE, No. 13, Peak, unimproved
from 1st June, 1909.
U. M. S. PEAK HUNGALOW, Fur-
nished, Mount Kowloon, from 1st October,
1909 to 30th June, 1910.
HOUSES in ELLIOTT TERRACE,
Robinson Road, newly painted and col-
oured, exceptionally cheap rentals.
FOR SALE, TOR CHERRY, at Peak,
commanding magnificent view of the
Harbour and adjacent islands.
Furnished now, in occupation of Messrs
Gordon & Co. known as 51 WHITEFIELD,
SHAMHEEN ROAD.
Premises at SHAMHEEN CANTON,
now in occupation of the Canton-Kowloon
Railway.
Apply to
Messrs JARDINE, MATHESON & Co., Ltd.
Hongkong, April 12, 1909. 1024

WANTED.

MARRIED Couple, Christians and
Abstemious, as MANAGERS of
Sailors' and Soldiers' Home, Hongkong.
Quarters, Board, Washing and 25 per
month wages.
Apply giving experience and testimonials,
WESTERN ORALPLAIN,
Morrison Hill, Hongkong.
Hongkong, August 17, 1909. 1038

NOTICE

HAVING been appointed AGENTS in
Hongkong for the WESTERN
ASSURANCE COMPANY, we are pre-
pared to accept approved European and
Chinese risks at current rates.
JOHN D. HUMPHREYS & SON,
Hongkong, August 17, 1909. 1038

MARTIN'S
APOL STEEL
PILLS
A French Remedy for all irregularities of
the Menstrual System. It is a most
valuable and reliable medicine, and
should be taken at the first signs of
disorder. It is a most valuable and
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at the first signs of disorder. It is a
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and reliable medicine, and should be
taken at the first signs of disorder.
MARTIN'S
APOL STEEL
PILLS

CHEE WING & Co.

27, 29 and 31, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COFFER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, FIG IRON, &c.

Solely for

SHEWAN TOMES & CO. HONG BUILDING,

TELEPHONE No. 789. 1023

NORTH-BREITISH AND MERCHANTS
INSURANCE COMPANY.TOTAL FUNDS AT LAST DIVIDEND, 1907,
£18,114,634.

Subscribed Capital £2,000,000

Paid up Capital £1,000,000

Reserve Fund £1,000,000

Total Funds £4,000,000

Sinking Fund Account £4,507,500

£18,114,634 11 1

Revenue Five Percent £1,200,000 13 7

£1,200,000 13 7

Sinking Fund Account £4,507,500

£4,507,500 13 11

The Accumulated Funds of the Time and
Life Departments are free from Liability in
respect of each other.
SHEWAN, TOMES & CO.
Sole Agents.
Hongkong, August 11, 1909. 1014

VACANCY.

APPLICATIONS are invited for the
Post of an EUROPEAN WARD-
MASTER, now vacant, in the Government
Civil Medical Department of Hongkong.
Applications with certificates of character,
etc., should be forwarded to the PRINCIPAL
OFFICE, MEDICAL OFFICER, at the Civil
Hospital, not later than Noon of the 25th
instant.
Salary, etc., £110 rising by triennial
increments of £20 to £150 a year, with
uniform and free furnished bachelor's
quarters.
Applicants must be under thirty-five
years of age.
For further particulars apply to the
SUPERINTENDENT of the Civil Hospital.
J. BELL,
Principal Civil Medical Officer.
Medical Department,
Hongkong, August 17, 1909. 1037

YUEN HING,

No. 4, D'AGUIAR STREET.

SWATOW KIA LAK FACTORY.

MANUFACTURERS, WHOLESALE & RETAIL.

Dealer in all kinds of

Hand-made Drawn Work,

Embroidery, Chinese Linen, Grass

Cloth, Fewer Ware, etc.

ALL OF THE BEST QUALITY.

HONG KONG.

Hongkong, August 10, 1909. 1005

OARMICHAEL AND

OLARKE,

CONSULTING ENGINEERS AND

SURVEYORS.

4, Queen's Building, Hongkong.

8-5, CHANCERY ALLEY, SINGAPORE.

CLARENCE ADDRESS

OARMICHAEL, HONGKONG.

OARMICHAEL, SINGAPORE.

Codes Used:—Spot's 10th Edition;

A.B.C. 4th and 5th Editions;

Clerke's Standard; Watkins; Western

Union and A.L.

TELEPHONE No. 232.

TO LET.

OFFICES IN YORK BUILDING.

GODOWNS in PRATA EAST, Blue Build-
ing, No. 10, Des Voeux Road, near to
the Hongkong Hotel.FLATS in MORRISON TERRACE,
No. 10, Des Voeux Road CENTRAL, 1st
Floor.A Home in RIFON TERRACE,
A Home in WONG YEE CHUNG ROAD,
No. 3, CLIFTON GARDENS, Conduit
Road.Office to let, No. 9, CONNAUGHT
ROAD, 2nd Floor.Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, August 1, 1909. 1024

HONGKONG AVERAGE MARKET PRICES.

Continued to Thursday, August 19th, 1909.
At 100 cents per 100 lbs. in Hongkong.

Butcher Meat.

Beef, Irish & prime cut—Mol. Lang Pa...	20
Beef, Corned—Ham Ngan Yuk...	20
Beef, Roast—Shin...	20
Beef, Breast—Naga Lam...	18
Beef, Soup—Tong Yuk...	15
Beef, Steak—Ngan Yuk Pa...	20
Canton Ngan Fat Shin...	20
Sausages—Ngan Chong...	20
Bollock's Brains—Slow...	10
Wong's Tongue—Naga Lam...	10
Corned—Ham Ngan Fat...	20
Head—Ngan Fat...	13
Heart—Ngan Fat...	13
Ham, Salt—Ngan Fat...	18
Feet—Ngan Fat...	10
Kidneys—Ngan Fat...	10
Tail—Ngan Fat...	18
Liver—Ngan Fat...	12
Tripe—Ngan Fat...	6
Live Head & Feet—Ngan Fat...	10
Mutton Chop—Young Fat Kwai...	22
Leg—Young Fat Kwai...	20
Shoulder—Young Fat Kwai...	20
Chickens—Chi Chong...	22
Braiser—Chi Kwai...	12
Feet—Chi Kwai...	12
Fry—Chi Kwai...	18
Head—Chi Kwai...	9
Heart—Chi Kwai...	9
Kidneys—Chi Kwai...	9
Liver—Chi Kwai...	9
Pork Chop—Chi Kwai...	22
Corned—Ham Chu Yuk...	24
Leg—Chi Kwai...	18
Pat or Lard—Chi Kwai...	18
Sheep's Head and Feet—Young Fat Kwai...	18
Heart—Young Fat Kwai...	9
Kidneys—Young Fat Kwai...	9
Liver—Young Fat Kwai...	9
Sucking Pigs, To Order—Chi Kwai...	20
Salt Beef—Sung Ngan Fat...	20
Mutton—Sung Ngan Fat...	22
Teal—Ngan Fat...	10
Sausages—Ngan Fat...	20

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Salmon—Ma Yu Yu...	10
Shark—Sa Yu...	10
Skate—Po Yu...	11
Shrimps—Ha...	28
Snapper—Lap Yu...	32
Sole—Tat Sa Yu...	23
Tench—Wan Yu...	18
Tarbot—Cho Hoi Yu...	23
Turbot—small, fresh water—Hoi Yu...	60
White Bait—Ngan Yu Chai...	10

Fruits

Almonds—Hung Yu...	30
Apples (California)—Kam San Ping Kho...	24
Apples (Chefoo)—Tin Chun Ping Kho...	24
Small—Hoi Tong...	12
Custard—Fan Lai Chi...	10
Bananas, fragrant—Canton—Sai Shing...	15
Bananas, (brides), Macao—San Heng Chiu...	5
Chowmuts, Chinese—Fong Ent...	10
Carambola—Young Tee...	8
Cocanuts—Yeh Tee...	10
Lemons, China—Ning Moong...	15
America—Kum San Ning Moong...	15
Lichens Dried—Lai Ch Small Stone...	20
Fresh...	10
Limes (Siam)—Sai Kung Ning Moong...	12
Mango, Manila—Lai Sung Moong...	10
Matigostones—San Chuk Tai...	10
Oranges (Canton)—San Shing Tin Ching...	10
Oranges Sweet...	10
Pears (America)—Nam San Shui Tai...	10
(Canton), Cooking—Sa Li...	10
Peanuts—Fa Sang...	10
Perimmons Larve—Hung Chiu...	10
Pine-apples, 1st quality—Sheung...	10
Paw Law...	10
Sandwich—Chung Tang...	10
Plantains—Tai Chiu...	10
Plums—Swatow Hung Lam...	10
Pumpkin, Siam—Chiu Lo Yu...	10
Shanghai—Lo Kwa...	10
Walnuts—Hoi Yu...	10
Green—Sung Hoi Yu...	10
Water Melon—(Am.) Kwa San Sai Kwai...	10
(China) Sai Kwai...	10
Grapes—Sung Hoi Yu...	10

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Tay, a floating dock would be constructed which in times of necessity would be devoted to the use of the Government and at other times utilised for private enterprise. The Lords Commissioners replied that they were unable to enter into any guarantee but should such a dock be built, they would be glad to inspect its capacity with a view to utilising it for Admiralty purposes in times of need.

The Aberdeen Harbour Commissioners have accepted estimates for the construction of the largest half of a sectional pontoon floating dock. It is to be moored at Poona Harbour, will be 400 feet long, built in two sections, 200 and 150 feet, and arranged so that the sections may be joined rigidly together to dry dock the largest class of ships, or worked independently, and apart from one another, for smaller vessels. In the meantime, only the largest section is to be proceeded with. Each of the six sectional pontoons in the 200 feet length will be 90 feet long by 50 feet wide by 12 feet deep, with independent pumping arrangements, and all the sections are to be made interchangeable. The first section will cost £40,000 and the complete dock £200,000.

THE STORY OF 1894.
The Rev. Edward Craig Trenholm publishes "The Story of 1894," in which he presents a simple, succinct narrative of the island's chequered history from the days of the Picts and Scots down to the present time. His vivid descriptions of the Holy Island and its immediate surroundings may justly be styled a model of topographical scene-painting. As might be expected, however, "Father" Trenholm, who is one of the most distinguished of the Oxford confederates known as the "Cowley Fathers," gives little attention to our Northern Presbyterianism and its connection with the island, and is surprisingly silent with regard to the recent restoration of the Cathedral.

GENERAL NEWS.
Mr J. Carline Alston has made a princely donation of pictures to the Glasgow Art Galleries.
Brevet-Major the Hon. R. A. Campbell, 2nd Battalion Cameron Highlanders, at Tientsin and Captain L. O. Greene, 1st Battalion, at Tidworth, have been permitted to exchange battalions.

A Knox Club has been formed which has the support of the Moderators of the Established, United Free, Reformed, Presbyterian, and Secession Churches and the Chairmen of the Baptist Union and the Congregational Union. The objects are to promote the study of Scottish history, and in particular the period of Knox, to maintain the Protestant succession to the Throne and all existing safeguards thereof, and to resist the efforts of the Roman Catholic Church to regain its influence in Scotland.
Watsonians.—I see you have a Watsonian Club at Hongkong. Will be pleased to learn that Sir J. H. Stewart Lockhart, of Government House, Wellington, contributes a letter to the latest number of the "Watsonian," in which he gives recollection of his masters and classmates in the old school. Sir James was present at the annual exhibition this week along with Mr S. D. Mackenzie, Solicitor-General of Rhodesia, another old Watsonian.
Mr and Mrs Tom Dullough of Pasadena, has presented a Sanatorium for the Treatment of Consumptives to Argyleshire. It was formally opened by Maclean of Maclean, Conventer of the County. The Sanatorium stands on the estate of Bonaville, Oban, and is designed so as to receive the largest possible amount of sunshine.

With fitting ceremony and in the presence of a distinguished company, a regimental guidon was presented to the Fife and Forth Tunnery by the Earl of Elgin.
The new service between Glasgow and the Persian Gulf will be inaugurated next week, by the sailing of the Buckland steamer Arcadian.

The Indian students resident in Edinburgh have passed this resolution:—"That we Edinburgh Indian students express our deep sympathy to Lady Wyllie and the family of Dr Lalana in their bereavement, and what it does not contain, is much commented upon."
The Audit of the Ayr Preservation Fund is nearly exhausted, and in all likelihood the Town Council of Ayr will assist in what work falls under the description of "rebuilding" from the Templeton bequest. In any case, the Audit Brig rendered famous by Burns will be put in a condition to last for many a long year to come.

SUTTON'S SEEDS

SPECIAL SELECTED COLLECTIONS

FOR THIS CLIMATE.

VEGETABLES AND FLOWERS

IN AIR-TIGHT CASES.

CHINA EXPRESS CO.,

3, DUNDRELL STREET.

Telephone 688.

Hongkong, Dec. 20, 1907.

For Sale.

FOR SALE.

BLACK FONY—Pat. quiet to ride

and very good back.

Apply to G. M. HARTSON.

Hongkong, August 3, 1909.

FOR SALE.

DEBBINGTON, PEAK ROAD NO. 2

For particulars apply to

C. S. BUCHANAN.

KING'S BUILDING, TIAN

Hongkong, June 8, 1909.

GEO. P. LAMMERT

AUCTIONEER.

MILNERS' PATENT

FIRE RESISTING

SAFES

As supplied to the principal

banks and mercantile

houses.

GEO. P. LAMMERT,

DUDELL STREET.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

THURSDAY,

the 19th August, 1909, at 3 P.M., alongside

QUEEN'S STAIRS WHARF,

The Steam-Launch

SWALLOW,

Length over all—78 feet.

Breadth—14 feet 4 inches.

Moulded Depth—8 feet.

Capacity—Gross Tonnage 88.53, Net

Tonnage 35.98, 1000 cubic feet.

Working Engines 84 by 18, Working Pressure

125 lbs., 8 years old.

Licensed to carry—Within the Harbour

Limits—120 passengers.

Within the Local Trade Limits—81

passengers.

Outside the Local Trade Limits—24

passengers.

Afterwards:

Length—60 feet.

Breadth—9 feet 6 inches.

Depth—6 feet.

Boilers 6 feet 8 inches by 4 feet 6 inches

and 11 inches stroke. Compound

Engines Working at 100 lbs. pressure.

Government Boiler Certificate still running.

stores, anchors and chain, lamps,

watercasks, galley spars and firing

tools.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, August 18, 1909.

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Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—£15,000,000

RESERVE FUND—£15,000,000

PAID-UP CAPITAL—£15,000,000

RESERVE FUND—£15,000,000

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RESERVE FUND—£15,000,000

PAID-UP CAPITAL—£15,000,000

ICE CASE CONCLUDED.

Judgment Reserved.

After having occupied nine days the hearing was today concluded before the Chief Justice (Sir F. Pigott) and the Puisne Judge (Mr Justice Gomersall) of the action in which the Hongkong Milling Co., Ltd., of which Mr Horace Percy Smith is liquidator, sued Messrs Arnold, Karberg and Co. for a sum of \$100,000 damages for alleged breach of warranty by the defendants under an agreement to supply an ice making plant warranted to produce ice of a specified quality.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade (instructed by Messrs Hastings and Hastings), appeared for the plaintiffs, and Mr. Duncan McNeill, of Shanghai, and Mr. C. G. Alabaster (instructed by Mr. H. W. Looker, of Messrs Deacon, Looker and Deacon), appeared for the defendants.

Mr Slade addressed the Court at length. He stated that Messrs. Jarman, Matheson and Co., might have been wrong in refusing the Milling Co.'s line; he did not say they were, but they might have been. And yet the plaintiffs might have been justified in refusing to accept the plant. Proceeding, Mr Slade asked what the word "clear" meant in connection with ice.

The word "clear" in the English language was a word of many shades of meaning, and the precise meaning of it differed with regard to the subject matter to which the adjective was applied. Not to take a more remote instance, the word "clear" as applied to a colour or a jewel meant something different from the word "clear" as applied to glass. "Clear" as applied to a colour meant something not dim, not cloudy, not of a muddy colour, and certainly as applied to a jewel it meant, undoubtedly, brilliant or bright. "Clear" as applied to glass unambiguously and unadmittedly meant transparent. When one spoke of clear glass, he spoke of glass which could be seen through without any obstruction. The word "clear" in itself being ambiguous, it was right for the Court to admit evidence to show what it meant in connection with ice. Did it mean as his learned friend on the other side had contended, light, sparkling, or brilliant? Or did it mean, as the plaintiffs submitted, transparent, clear in the sense in which the word was applied to glass? Mr Slade asserted that on the meaning of the word the Court had a mass of uncontradicted testimony, and he proceeded to indicate this and comment thereon. Counsel went on to say that the complaint of the Milling Co. was that the ice was not as transparent as that of the Ice Co.—that the clearness was obscured by the core and the air bubbles radiating from it. He submitted that the Court was bound, if it was going to pay any regard at all to the weight of evidence, and not go off on fanciful suggestions devoid of foundation, to hold that "clear" meant "transparent."

The Chief Justice—"That 'clear' was used in the sense of 'transparent'?"

Mr Slade—Yes, unobscured by opaque portions. That is what it comes to.

Later Mr Slade said he was using the word "clear" as a term of art in regard to ice.

The Chief Justice—But you can't take a term of art to mean what it does not. Mr Slade—I beg your pardon, my Lord. A dozen can mean thirteen; one hundred can mean one hundred and twenty.

Dealing with the question of quality, Mr Slade said one of the most important things with ice was clearness of colour. Ice was kept for use, and it was only of use as long as it existed. Wastage in hot climates was great, and it was most important that it should last. He contended that it had been proved, beyond any question that the Milling Co.'s ice wasted at 6.35 per cent. faster than the Ice Co.'s ice. Proceeding, Counsel asserted that the melting pace of ice was solely dependent on the surface exposed to the air; at least, he believed that was so; if not, his friend Mr McNeill would correct him, as he knew more about the matter.

Mr McNeill—I don't like to admit my ignorance, my Lord, but really I know nothing at all about it.

Mr Slade, in the course of further contentions, said the plant supplied not only turned out ice with a core, but with a bad core. The plant was not even a good "can" ice machine. The defendants had put the plaintiffs in a position to extract nothing with the machine. It was not a question of repair, or anything of that kind; it was a question of inherent fault. They might go on tinkering with the plant until Doomsday, keeping it a "can" plant, but it could never do the work warranted by defendants. Proceeding, Counsel argued that plaintiffs could recover as general damages the probable profits they could have made if the machine had turned out all right. And he further held that in order to ascertain the amount of such damages their Lordships could look to any evidence as to contracts for sale of the produce. Dealing further with the point, Mr Slade said that to take a different view to the one he was advancing was reducing the law to an absurdity. The law was generally sound on the subject of damages, which, after all was only a question for the exercise of common sense.

The Chief Justice—There is very seldom an appeal to common sense. But perhaps you had better not say the point further.

Mr Slade—I am not suggesting that your Lordships have not got common sense (laughter). I am trying to provide your Lordships with facts upon which you can exercise it.

The case was concluded, and their Lordships intimated that they reserved their judgment.

SOLD THE WORLD OVER.
We have in stock many coils and distilleries medicines, says E. M. White, a prominent merchant of Fuzhou, China. U.S.A. "but sell more of Chamberlain's Colic, Cholera and Diarrhoea Remedy than of all others put together. For sale by all chemists and druggists."

CHAMBERLAIN'S COUGH REMEDY.
This is a medicine of great worth and value. Try it when you have a cough or cold, and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and druggists.

HONGKONG'S SANITARY ARRANGEMENTS.

The Need for More Water.

At yesterday's meeting of the Sanitary Board Col. Bedford said the solution of the difficulty caused by the insanitary condition of a certain latrine was water flushed urinals. That was the remedy for this and a great many other nuisances which came before the Board.

The President (Mr E. D. C. Wolfe) remarked that the chief difficulty was the water supply.

Colonel Bedford thought that should hardly apply when they saw tons of water rushing to the sea after rain. He had served on the Rock of Gibraltar, where the only water that could be obtained was from the rain which came down from Heaven or from water pumped from wells. In that town, with a population of 25,000, there was no such thing as a latrine which was not a water-closet. There was no dreadful bucket system. That was one of the things which shocked him most when he came to the East.

Dr. Clarke replied that the explanation was that Gibraltar had a dual water supply. The use of filtered water for W.C.'s when Chinese had only two hours of water daily would be iniquitous. (Hear, hear.)

No action was taken on the point raised.

CHINESE SEAMEN IN BRITISH SHIPS.

Much controversy has arisen of late in connection with the substitution of Chinese for British crews in ships of the mercantile marine. According to statistics just received from the Board of Trade by the Imperial Merchant Service Guild the number of Chinese shipped, at eighteen of the principal ports in the U.K. during the years 1906, 1907, and 1908 are 3,150, 4,502, and 4,463 respectively. From this of course it would appear that the new language test for seamen, imposed by the Board of Trade, has arrested the influx of Chinese seamen in our ships.

An interesting feature in connection with this matter has just been brought to the notice of the Secretary by one of the members of the Guild relative to a curious law or belief which prevails in China. It is said that if a Chinaman saves the life of another he has, by Chinese law, to keep him and feed him for the rest of his life. This, the Guild's correspondent remarks, is rather the reverse of Western ideas, but explains to a large extent why Chinamen are not of much use in cases of emergency. He quotes the following personal experience—"I, the steamer of which I was Chief Officer Chinese firemen were employed. We had the misfortune to sink another steamer, and although boat-drill was held regularly every week, these firemen would not attempt in any way to save life, being left to the British Officers and Sailors. I did not understand their reluctance to take part in the rescue as there was so very little danger connected with it. I now believe that the Law existing in China of having to keep a man on saving his life was the cause of the reluctance of the firemen referred to."

ITEMS AT THE COURTS.
The Lukong who stole another's uniform was, at the Magistracy today, sent to prison for 14 days.

A native extradited from Macao was, at the Magistracy today, sentenced to three months imprisonment and four hours' work by Mr J. R. Wood.

For stealing a pair of shoes and a pair of trousers from a house in Kennedy Town a native was today sentenced to six weeks' hard labour and six hours' work.

A charge of stealing a pair of trousers was preferred against a native from Shaokwan. He gave as his excuse for committing the theft the fact that he had no money and he took the trousers to pawn in order to buy rice. Mr Hazleland ordered him to be placed in the stocks for six hours and to be imprisoned for three weeks.

Before Mr J. R. Wood, at the Magistracy today, two Chinese men and a woman were charged with fraudulently conspiring together to obtain from a person living at 43, Cochrane Street, sums of \$150, \$1,500, \$200, and \$5. Mr P. O. Barlow prosecuted and Mr Beavis defended. The case was remanded for a week, bail being fixed at \$5,000 each.

Dr. Clark, Medical Officer of Health, prosecuted a shopkeeper residing at 81, Bonham Strand for having in his possession tinned fish unfit for human consumption. Mr Otto Kong Singh appeared for defendant, who stated that the goods were not for sale, but were simply being stored at his premises until the owner could examine them. A nominal fine of \$5 was imposed, his Worship stating that the matter ought first to have been brought to the notice of the Sanitary Board.

The steamships "Soudan," "Plassy," and "Dongola," owned by the P. and O. Company, have been chartered by the Admiralty for the ensuing season, the "Soudan" for the imperial troop service, the "Plassy" and "Dongola" for Indian transport work.

TOKYO LETTER.

(From Our Own Correspondent).

TOKYO, August 17th.
Negotiations between the Tokyo-Yokohama Electric Railway Company and Messrs Sale and Fraser, Ltd., for a loan of ¥2,000,000 have been concluded. It is said that the actual amount receivable by the railway company is ¥1,820,000, setting aside ¥180,000 as commission to the foreign firm and for sundry expenses incurred in the business. The Japanese Company will use the amount to pay off a loan bearing high interest and will also construct an iron bridge over the Rokugo River and carry out other work.

Trouble is reported in the Hoken Kerosene Oil Co., Nippon prefecture, which has hitherto been doing very successful business. It has declared dividends year by year varying between 30 and 50 per cent. It appears that Mr Yamaguchi, one of the shareholders, has instituted a prosecution against the Directors of the company charging them with having enriched themselves through fraudulent means at the expense of the company. Mediators tried to arrange matters between the parties in March this year but later the Directors filed a criminal action against their accuser. In consequence of the trouble, the Public Prosecutor made a close examination into the business of the oil company and then the directors, to the surprise of the general public, withdrew their complaint. Yamaguchi meanwhile has not changed his attitude towards the Directors. At the end of July the shares of the company were almost lifeless on the Tokyo Stock Exchange, falling by about 6 points.

The transactions in various public securities registered on the Tokyo Stock Exchange during seven months past are as follows: January, ¥ 603,000; February, ¥ 1,213,000; March, ¥ 659,000; April, ¥ 2,011,000; May, ¥ 2,217,000; June, ¥ 3,038,000; and July ¥ 5,036,000. Mr Matsukawa, manager of the stock Exchange, is of the opinion that this rapid development of business shows that the banks are now inclined to invest their floating capital in State bonds.

At a recent meeting of the Cabinet and Vice-ministers at the Bankers' Club, Marquis Katsumi, the Premier, delivered an important speech with regard to tariff revision. He said that the revision of the tariff would be achieved in 1911. Meanwhile, he was not in a position to make any detailed statement in advance of the reports from the Treasury and the Foreign Office. However, the new tariff was not expected to be strongly protectionist. The Government committee were merely bent on recovering tariff autonomy for the country.

In consequence of the recent fire in Osaka, details of which were given in a previous letter, some of the fire insurance companies, Japanese and foreign, sustained heavy losses. The losses suffered by five prominent Japanese insurance companies are: The Nippon, ¥ 1,200,000; the Tokyo, ¥ 1,000,000; the Meiji, ¥ 600,000; the Kyodo, ¥ 400,000; and the Yokohama, ¥ 300,000 all in round figures, making a total of ¥ 3,500,000. The Asahi says that the London and Lancashire, Phoenix, Guardian, Norwich, Commercial Union, Sun, New Zealand and Palestine insurance companies also sustained losses which are estimated at ¥ 7,600,000. It may be added that a considerable fall has taken place in the prices of shares in Japanese insurance companies.

Negotiations between Japan and China with regard to the Kirin (Jaughn) Railway have concluded. A portion of the income from the railway assigned to the Chinese Government is to be deposited with the Manchurian branch of the Yokohama Specie Bank, and the interest shall be paid on the deposit as requested by the Chinese Commissioners. The Jiji expresses doubt as to whether the agreement will be approved by the Peking Government.

The Industrial Bank of Japan held its semi-annual general meeting on the 3rd instant. Mr Soyeda, the President, referred in his address to the general condition of economic circles in Japan and also in foreign countries. The main feature was that during the first half of the year, industry and commerce were inactive and the money markets were generally stagnant. There was, however, a revival in prospect in Japan as the Government was going to adjust its finances and consolidate the national loans. In conclusion he said that the business done by the bank during the half year could not be regarded as very successful, but there was a net profit of ¥ 925,448. An interim dividend was declared at the rate of 8 per cent.

Probably close attention is being paid in some circles in Hongkong to the business of the Hokkaido Colliery and Railway Co., which has wide connections with South China and the Philippines. At the recent general meeting, the Chairman stated that the company invested some ¥5,000,000 in the new iron works which were recently successfully started and they had also expended more than ¥600,000 on other projects. These enterprises could not be expected to make any return for some years to come. Referring to the coal mining industry, which is the chief business of the company, the Chairman said that the production was satisfactory and its export to Shanghai, Hongkong, and other places in China was proceeding successfully. The Chairman added that only some portions of the iron and steel foundry had been so far completed and tested. The whole of the work shops would be finished and in operating order before the end of next year. Certain engines had been received which the factory was engaged in assembling. The company had realised ¥ 370,000 by the sale of bonds received from the Government in consequence of the nationalization of their railway. There was, however, still a considerable amount of bonds to dispose of, and as these were sold the company would devote the money towards starting new enterprises.

SCENE IN THE COMMONS.
Labour Member and Earl.
Recently there was a lively scene in the House of Commons. While Capt. Preston was speaking on the Finance Bill, Earl Winterton said the hon. member for West Ham (Mr. Will Thorne) was in an unfit state to take part in these debates.

Mr Thorne: I am as sober as you are, my dear friend.

The Chairman: I think the noble lord's remark was quite unjustified—(cries of "Withdrawal"), and that he must withdraw.

Mr Thorne: He ought to have the words run down his throat.

Earl Winterton: In my sincere opinion the hon. member was not in a fit state to take part in the debate, but as you have ruled that he is, sir, I will withdraw. (Loud cries of "Oh" and "Withdraw.")

The Chairman said he must ask the Labour members not to keep interrupting.

Mr Thorne: I haven't interrupted during the whole evening.

Mr Keir Hardie, on a point of order asked if the noble lord's statement was a withdrawal.

Lord Winterton said he did withdraw it unreservedly.

Mr Thorne: If he is not prepared to withdraw, I will call him a liar. (Loud cries of "Oh" and "Oh.")

The Chairman: He has withdrawn, and the hon. member must not call the noble lord a liar.

CANTON NOTES.

(From Our Own Correspondent).

CANTON, August 15.
THE LATE EMPEROR'S BIRTHDAY.
Friday was the birthday of the late Emperor Kwong Shih, the last after his decease. As is usual in such cases special ceremonies were performed in the city. Flags bearing Chinese words exhorting to the remembrance of the late emperor were to be seen on many buildings. No meat was sold throughout the city and all the theatrical performances were forbidden. The chief ceremony was performed in the Ming Lun Fong, which is the largest assembly hall in the city. Here the chief officials and most prominent residents assembled and all knelt thrice before the deceased monarch's tablets and nine times performed the "K'an-shan." After this rite had been performed the Provincial Educational Commissioner gave a speech to the students assembled in the court yard and subjoined the memory of the departed Emperor. The assembly then broke up.

CRIMINALITY AT AN EXAMINATION.
At a recent examination held by a certain government department it was found that two of the students had been guilty of irregular proceedings in respect to their examination papers. For punishment they were expelled from the examination hall and told that they must not present themselves for re-examination until a full year has elapsed. A further warning they were told that they would be deprived of their official rank if such conduct occurred again.

THE CANGUE.
A detective found a man buying opium at a shop in Fatsun, not having in his possession the wooden license the law requires. He was arrested and taken before the Magistrate, who fined him \$2. As he refused to pay the fine he was sentenced to wear the cangue and to be paraded through the streets.

ROBBERIES AT HONAM.
The robbers in Honam have been very active lately and extra precautions are being taken by householders to protect their belongings. Lately three children belonging to a prominent resident were kidnapped and the father did not receive them back until he had paid \$2,500 as ransom. A man was also attacked a few nights ago and fatally injured by a gang of robbers. Soldiers have been sent to capture the offenders but not one has been caught. A special deputy is to be appointed to devise means of clearing these bad characters out of the town.

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INFANTILE CHOLERA.
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THE IMPERIAL MERCHANT SERVICE GUILD.
On the re-appointment of the Merchant Shipping Advisory Committee by the President of the Board of Trade, the Imperial Merchant Service Guild have been invited by the Board of Trade to nominate a Representative to sit on the Committee. The Guild, which is the largest organized body of certificated Captains and Officers in the world, have expressed their thanks to the Board of Trade, and the Management Committee after careful consideration have decided to nominate Captain George Nelson-Hampson as their representative. Captain Hampson on his recent retirement from the sea was Master of the Captain in the West African Fleet of Steamers, owned by Messrs Elder Dempster & Co., in which firm he served for over twenty-eight years. He is a gentleman recognised by the cloth as one extremely well fitted for the important duties which have now been delegated to him. Captain Hampson has always identified himself prominently with the work of the Guild and is a member of the Management Committee, and a former Chairman of the Advisory Committee now merged in the Management Committee.

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Steamer	Tons	Captain	Sailing date, 1909.
AMERICA	4363	J. Boyd	28th August
GOVERNOR	4332	S. Shotton	22nd September
GOVERNOR	4332	F. W. Davies	21st October
KUMERIC	4332	J. Mathis	18th November

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COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	Marseilles (Brindisi)	London (1 day later)
Steamer	Leave	Steamer	Tons	Saturday
ARCADIA.....7000	Feb. 18	MANTUA.....11000	March 5	March 11
ASSAYE.....7000	Feb. 19	CHINA.....8000	March 19	March 25
DELTA.....8000	March 5	MAIWA.....11000	April 2	April 8
MACEDONIA.....10500	March 19	(Through steamer) calling at Bombay	April 16	April 23
DEVANNA.....8000	April 2	MONGOLIA.....10000	April 30	May 6
ASSAYE.....7500	April 18	MARMORA.....16500	May 14	May 20
DELTA.....8000	April 30	MOERB.....11000	May 28	June 3
DELHI.....8000	May 14	MOOLTAN.....10000	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

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LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
Hongkong	Hongkong	London
* SYRIA.....6500	January 26	March 12
* SUMATRA.....4500	February 9	March 26
* NYANZA.....6700	February 23	April 9
* STADA.....4570	March 23	May 7
* MALTA.....6050	April 13	May 21
* BARDINIA.....6700	May 4	June 18
* NORE.....6700	May 18	July 2

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

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1st Saloon.....£55.0 Single. £82.10 Return.

2nd ".....£38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars, apply to

E. A. HEWETT, Superintendent.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
RUBI	2540	W. R. Almond	Manila	SATURDAY, Aug. 21, at 5 p.m.
SAFRO	2540	R. Rodgers	Manila	SATURDAY, Aug. 28, at Noon.

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THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM.....	August 21	23rd August, at Noon.
EMPIRE.....	Sept. 21	13th Oct., at Noon.
EASTERN.....		

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

JAVA-CHINA-JAPAN L.I.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.....	JAVA	First half of August	SHANGHAI	First half of August
TJIBODAS.....	JAPAN	Do.	JAVA	Do.
TJILIWONG.....	JAPAN	Second half of August	JAVA	Second half of August
TJIMAH.....	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI.....	JAVA	Do.	JAPAN	Do.
TJIPANAS.....	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Indian ports on through Bills of Lading.

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CAPTAIN W. GRAY WILLIAMS, will be despatched as above on or about 21st August.

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1909

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA,'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON:

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, August 16, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI,

KOBE, YOKOHAMA, HONOLULU AND

SALINA CRUZ (Mexico).

sails 1909.

S.S. America Maru - 5000 tons gross - Aug. 30th, at noon

S.S. Hongkong Maru - 6000 " - Oct. 21st, at noon

S.S. Manshu Maru - 5000 " - Dec. 10th, at noon

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama, Japan.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, latest and most luxurious steamships on the Coast, having

splendid Accommodation for First-Class Passengers. Electric Light and First-

Class Cuisine.

STEAMSHIP

For

Leaving

HAIYANG.....SWATOW, AMOY & FOOCOW.....FRIDAY, 20th

CAPT. A. E. HODGINS

HAIYANG.....SWATOW.....SUNDAY, 22nd

CAPT. J. W. EVANS

HAIYANG.....SWATOW, AMOY & FOOCOW.....TUESDAY, 24th

CAPT. J. W. EVANS

For the convenience of Passengers, Steamers will arrive at, and

depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Foochow will

be made during the months of August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, November 17, 1908.

MEXICAN DIRECT LINE.

TO MANZANILLO, MAZATLAN AND GUAYMAS, MEXICO,

Via MOJI, JAPAN.

The S.S. PERSIA, 9500 tons, Capt. A. LOCKETT,

will be despatched for the above ports on the 2nd SEPTEMBER.

Connecting at Guaymas with the Sonora R.R. at Mazatlan with the Cananea, Yagui

River and Pacific R.R., and at Mexico with the MEXICAN NATIONAL LINES,

for all the principal places in Mexico and points beyond.

The steamer is fitted throughout with electric light, and will carry Saloon, Second-

class and Steerage passengers. For further information and rates for Passage and

Freight apply to

THE HONG KONG & COAST LINE S.S. CO.,

37, DES VUEX ROAD CENTRAL.

Hongkong, August 13, 1909.

AUSTRIAN NAVIGATION COMPANY.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

LIGHTNING.

Captain A. E. GENTLE, will be despatched for

Singapore on or about THURSDAY, the

18th instant, at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, August 11, 1909.

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND

LEITH.

THE Steamship

GARNAVONSHIRE.

Captain LINDSAY, will be despatched as

above on or about 25th instant.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, August 14, 1909.

1909

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STRAITS, OCEAN, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PHIMOUTH

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship CALEDONIA, Captain

W. HAYWARD, carrying His

Majesty's Mails, will be despatched from

this for BOMBAY, &c., with Passengers

and Mails, on SATURDAY, the 21st

August, 1909, at Noon, taking Passengers

and Cargo for the above ports in connection

with the Company's Steamship Mongolia,

10,000 tons, from Colombo. Passengers

accommodation in which vessel is secured

before departure from Hongkong.

Suez and Panama, all Cargo for France,

and Tea for London (under arrangements)

will be transhipped at Colombo into the mail

steamer proceeding to Marseilles and

London; other cargo for London, &c., will

be conveyed via Bombay by the R.M.S.

Caledonia, due in London on the 3rd Octo-

ber, 1909.

Passes will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, August 7, 1909.

1909

Notice to Consignees

NOTICE TO CONSIGNEES.

FROM SHANGHAI YOKOHAMA,

KOBE AND MOI.

THE Steamship Gregory, having

arrived from the above Ports, Con-

signees of Cargo are hereby informed that

their Goods will be delivered from along-

side.

Cargo, impeding the discharge, will be

landed at Consignees' risk and expense

into the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

the Undersigned.

D. SASSOON & Co., Ltd.,

Hongkong, August 16, 1909.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,

ADEN, BOMBAY, COLOMBO,

PENANG AND SINGAPORE.

THE Co.'s Steamship Nippon, having

arrived, Consignees of Cargo are hereby

informed that their Goods are being

landed at their risk into the hazardous

and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Company, Ltd., whence delivery

may be obtained.

This Steamer brings Cargo from

Venice ex a.s. Metelich, transhipped at

Trieste.

Optional Cargo will be discharged here

unless notice to the contrary be given

immediately.

No Claims will be admitted after the

Goods have left the Godowns, and all

Claims must be sent to the Office of the

Undersigned before Noon, on the 23rd

August, 1909, or they will not be re-

cognized.

All broken, chafed and damaged Goods

are to be left in the Godowns where they

will be examined on the 23rd August, at

10 a.m.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after

the 23rd August, 1909, will be subject to

rent.

Bills of Lading will be countersigned by

SANDER, WEILER & Co.,

Agents.

Hongkong, August 16, 1909.

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THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP, AYMERIC.

FROM TACOMA, SEATTLE, YOKO-

HAMA, KOBE, MOI AND

MANILA.

THE above steamer having arrived Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for

counter-signature and to take delivery of

their Goods from alongside.

Cargo, impeding the discharge of the

Vessel will be landed and stored at Con-

signees' risk and expense.

No Fire Insurance will be effected by us

in any case whatever.

DODWELL & CO., LTD.,

Agents.

Hongkong, Aug. 13, 1909.

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FROM EUROPE.

THE S.S. Steamship

